

## EXPERTS TO TEST AIR BRAKES ON ENGINE 1338

New Haven Road Asks Public  
to Suspend Judgment  
Until They Report.

### MELLEN READY TO TESTIFY

Contract Shows Pullman Com-  
pany Was to Supply All-Steel  
Cars as "Soon as Prac-  
tical" for All Trains.

Experts in the operation of air brakes have been asked by Charles S. Mellen, president of the New Haven Road, to make a thorough examination into the condition of the brakes on the locomotive run by Charles J. Doherty, which figured in the Stamford wreck. Pending the report of their board of experts, on which two other railroads than the New Haven are represented, Vice-President Whaley and C. L. Bardo, general manager of the New Haven, issued a statement yesterday asking the public to suspend judgment as to where the blame for the accident lay.

The terms of the contract between the New Haven Road and the Pullman Company whereby the latter is to supply an all-steel equipment of cars were made public by the railroad officials yesterday. No time limit whatever is set for the delivery of the cars, the stipulation in the contract reading: "It is expressly understood that the parlor and sleeping cars, observation, buffet smoking cars and combination baggage and parlor cars are to be replaced by the Pullman company as soon as it is practical by steel cars of the latest and most approved types of such kinds and styles as the railroad company shall desire for operation on its lines."

#### Much Steel Equipment.

This contract went into effect January 1, 1912, and since then all steel equipment has been provided, the railroad officials say, for the two trains known as the Merchants Limited, leaving New York and Boston at 5 p. m. daily, each carrying seven cars. Of the additional steel equipment received this year from the Pullman company, according to the New Haven officials, are 25 all steel parlor, sleeping and dining cars and 46 with steel underframes and sheathing. Twelve all steel parlor and sleepers and 20 with steel underframes and sheathing are almost ready for delivery. Of the steel day coach equipment 25 are in operation and 25 more will be delivered soon. There are in service 50 steel vestibule day coaches, 11 steel baggage cars, 25 steel postal cars, 11 steel dining cars, 25 day coaches with motors and 12 without motors.

Those who have been invited to act on the board of air brake experts are P. J. Langan, chief air brake inspector of the Delaware, Lackawanna & Western; C. W. Martin, inspector of the Pennsylvania Railroad; T. L. Burton, expert of the Westinghouse Company, and Charles E. Joy, chief inspector of the New Haven. There will also be present at this test Inspector Howard of the Interstate Commerce Commission, and Chief Inspector Elwell of the Connecticut Public Utilities Commission. This test will probably be held on Tuesday.

Concerning the testimony about the air brakes given at the Stamford inquest, Whaley and Bardo joined yesterday in declaring that the evidence of O'Connor, the engineer who handled Doherty's train between Springfield and New Haven, and Young, who handled the cars between Stamford and New York, was conclusive as to the effectiveness of the brakes. The company, it is stated, has carefully checked the brake equipment of the wreck locomotive and finds that it corresponds in every respect to the drawing and specifications of the Westinghouse Air Brake Company, and that it exceeds slightly the braking power intended. It is also said that an examination of the cars by competent men after the accident indicated a high grade of air brake maintenance.

#### Mellen Willing to Testify.

Touching on the assignment of engineers to service on passenger trains, the joint statement claims that this is governed by the working conditions of the agreement, which until April 1 of this year contained no limitation in this respect.

Reports that Mr. Mellen was to be subpoenaed as a witness before the Stamford inquest did not reach the New Haven office here until after his departure for Stockbridge, Mass., at noon yesterday. It was stated, however, that Mr. Mellen would be perfectly willing to testify.

In a statement issued by Mr. Whaley a description was given of the system of the road whereby frequent meetings are held between the officials and the men for the purpose of increasing the safeguards placed about the travelling public.

At the company's offices yesterday willingness was expressed to place in the hands of those in charge of the Stamford inquest such workbooks as might contain any information sought. This includes the workbooks at the Stamford roundhouse, in which Doherty is said to have written that the air brakes were no good and "wouldn't hold."

## NEW HAVEN MUST PUT IN MORE BLOCK SIGNALS

Bay State Railroad Board  
Blames Road for Wreck  
at Braintree.

Boston, June 14.—Installation of block signals on the West Quincey branch of the New York, New Haven & Hartford Railroad is ordered by the Board of Railroad Commissioners as a result of its investigation of the accident on the branch between the West Quincey and Braintree stations on April 28.

The board also criticizes the New Haven's rules on train operation and suggests changes. In this accident a passenger train from Boston collided with a work on a foggy morning with a work

ANGUS HAMILTON, F. R. G. S.  
War correspondent and stepson of Sir Arthur Wing Pinero, who  
committed suicide yesterday.



train bound from Braintree toward Boston. There were no fatalities.

The board quotes from the road's rules for conductors and engineers and those relating to the movement of trains, and says:

"It would appear that trains should be safely operated under the foregoing rules, but we find upon examination of the rules in force upon other railroads a more explicit provision in some instances with respect to the joint and equal responsibility of the engineer and conductor for the safety of the train, and that both are required to examine register books where maintained before starting on each trip and at each point thereafter, unless otherwise directed.

"The conditions existing at Braintree with reference to the arrival and departure of trains on the morning of the accident were such as would lead into trouble those who are inclined to assume rather than to know the facts as they actually exist. This accident belongs in the preventable class."

### WRECK VICTIMS IMPROVE Only One of Four in Hospital in Serious Condition.

Stamford, Conn., June 14.—Only four of the persons injured in the Stamford wreck are now at the Stamford Hospital. They are Albert Borick, No. 128 Prospect avenue, New York; skull fractured and ankle broken; condition reported as very serious.

Eleanor Blom, Brooklyn, bruised; improving rapidly.

Mary Thompson, Flushing, Long Island, shock and cuts; improving.

Miss Margaret Broderick, Farmington, Conn., deep lacerations, forehead, also swollen; broken bones; out of danger.

F. H. Jennings, Jr., of No. 86 Park avenue, New York, and J. W. Husted, of Roxbury, Mass., left the hospital last evening.

Miss Broderick, who in professional life is Miss Mason, was on her way to New York to fill a theatrical engagement. Failure to keep the engagement led to inquiry and she was found in the hospital. She is a niece of Bishop Broderick, of Rochester, N. Y.

### TO NATURALIZE TWO TARS

Court to Hold Special Term So  
They May Vote This Fall.

Two sailors who survived the blowing up of the battleship Maine and who have served Uncle Sam faithfully for the last quarter of a century are to receive an unusual honor at the hands of the Supreme Court, Brooklyn. To enable them to get their naturalization papers in time to vote at the next election Justice Manning will hold a special term at the end of this month.

The men are George Schwartz, a Negro, of No. 128 Grand avenue. When Justice Manning was informed that they would not be able to be examined before the end of the session, he said he would hold a session on June 24, the first day they are eligible for examination.

## NEWSPAPER MEN HONOR HUMES

Hail Wreck Victim's Heroic  
Death as Legacy to  
Profession.

A tribute to the fine sense of duty displayed by Gregory T. Humes, the reporter for "The World" who was mortally injured in the wreck at Stamford on Thursday, was paid by the Association of City Hall Reporters at a special meeting yesterday. The association, which is composed of reporters covering politics and news of the city administration, wished to recognize Mr. Humes not as a member of the organization, but as a

## BALKAN LECTURER, PENILESS, SUICIDE

Continued from first page.

kan States as a correspondent for the Central News Agency of London. He was captured by Bulgarians during the fighting at Tchataldja and accused of being a Turkish spy. After being bound to a cartwheel he was sentenced to be shot. By chance he was recognized by a Bulgarian officer and liberated.

He arrived in New York early in February and delivered his first lecture on the Balkan struggle, illustrated with moving pictures, at Carnegie Hall. It was noticed at the time that his sympathies were with the Turkish arm, and he gave the utter unpreparedness of that country for the war as the cause of their defeat. Under the direction of a lecture bureau he toured the Eastern States and Canada, returning to New York a few weeks ago. The waning of popular interest in the Balkan situation caused the receipts of his lectures to fall far below expectation.

Several manuscripts were found in his room, addressed to a "Mrs. Parsons," with the instructions, "To be called for." There was also a letter extending to him the privileges of the Metropolitan Club for seven days, beginning May 24, signed by Robert W. Chambers, the novelist.

His clothes were arranged neatly when his room was broken into yesterday. A dozen pairs of shoes, from hobbled marching boots to patent leather tips in variety, each shoe containing a "tree," stood in a row on the floor. On a chair at the side of his bed was an ash receiver containing several half-smoked cigarettes. Beside it, in a leather case, was a small hypodermic syringe.

### PUBLICITY NO MORGAN TRAIT

Junius Spencer, Sailing, Hides Just  
as His Grandfather Did.

Junius Spencer Morgan, son of J. P. Morgan, sailed for Bremen yesterday by the North German Lloyd liner George Washington, accompanied by his chauffeur, Beverly Dyer, with whom he will journey to Switzerland. They will make a walking trip through the country and climb the Alps.

Mr. Morgan displayed the same aversion to publicity as his grandfather on similar occasions. The young man had a stateroom on the pier side of the steamship, and shutting himself into his exceedingly warm retreat kept away from all intruders.

## NEWSPAPER MEN HONOR HUMES

newspaper man who had honored the profession. A special committee was appointed to consider plans for a suitable and permanent memorial to the man who, although mortally injured, thought first of his duty to his paper. The tribute, which will be sent to the members of the family and was inscribed on the records of the association, is as follows:

"On Thursday afternoon, June 12, Gregory T. Humes, a reporter for 'The New York World,' was mortally injured in a railroad wreck at Stamford, Conn.

"In the moment when men came to take him from the wreckage he asked them to call his paper by telephone and tell what had happened."

"Say there is a wreck here—I can't cover the story myself because I am smashed up."

"In a profession which makes unbounded demands upon the men who engage in it, no one ever grasped its ideals in a finer way than Gregory Humes. The words which he uttered are bound to be passed down to many generations of newspaper men yet to come. In the language of the profession which he honored in his death, he was 'on the story' to the last."

"The Association of City Hall Reporters of New York owns him not as one who was connected with its organization, but as an immortal member of the profession of newspaper writers."

"On this 14th day of June, 1913, we subscribe ourselves as devoted to his memory and to the honor which his fidelity has done newspaper men the world over."

## ROAD DENIES AIR BRAKE COMPLAINT

Continued from first page.

like an important bit of the road's defence by a witness of its own. This was brought about through the testimony of C. F. Carroll, road foreman of engineers, who happened to be in the room, and was in line with the apparent intention to discredit Doherty's claims as to his complaint about the brakes.

Coroner Phelan had just finished examining three engineers whom he called to testify as to their experience with Engine 1338, the one that caused the wreck, to see whether they would corroborate Doherty's testimony of yesterday as to the faulty operation of the airbrakes. After the last witness had left the stand the Coroner suddenly recalled that there was one more technical point he wished to bring out.

One of the engineers, however, had left the room, and the Coroner still wanted more light on the practical operation of an engine.

"If you wish," volunteered Mr. Spock, "there are several former engineers here who might be able to help you. There is Mr. Carroll, for instance."

"All right," said the Coroner, "how long since you were an engineer, Mr. Carroll?"

"July, 1912," replied Mr. Carroll, stepping briskly to the stand.

"Oh, you are fresh enough; you'll do," said the Coroner. "What do you do now, Mr. Carroll?"

"I am road foreman of engineers," said Mr. Carroll, settling into the witness chair. The Coroner stiffened up and looked at him for a moment.

#### Official Praises Doherty.

"Will you tell me, confidentially, Mr. Carroll," he said, "just why you are here?"

"Oh, because I am an official of the road," said Mr. Carroll, and in reply to the Coroner's questions he explained that his work consisted in riding with engineers, watching their work, the working of their engines and all things pertaining to the practical operation of locomotives.

It was a new place, he explained, created only three months ago, and was for the purpose of making for safety in running trains, part of his duties being to "size up" the men, instruct them in their work and to hear their complaints.

"I know Doherty," he said, "I know him well—known him for the last twelve years. He is a first class engineer, a fine young man. I instructed him myself in running No. 1338, which is one of the new Pacific type of engines which we have had only a month."

"I told him not to let her get away from him, as she was a new engine and pulled strong. He told me of being two minutes late one run, and I told him not to mind that, but to consider safety first of all. He also told me of his running by the signal at Bridgeport last Tuesday, and I told him why he did it."

"You mean he told you why, don't you?" the Coroner asked.

"No, I told him why," replied Carroll.

"I told him the reason was he came into the station like the devil and let her get away from him."

"Didn't he tell you the reason was that the airbrakes weren't working right?" the Coroner said.

#### Road's Witness Chuckles.

"Oh, no; oh, no!" Carroll said, his voice breaking into a chuckle. "He didn't say anything to me about the air."

Coroner Phelan looked taken aback when he realized that this bit of defence had been slipped in by the witness. Mr. Spock had furnished him. He excused Carroll.

Carroll was preceded on the stand by John Harmon, George R. Reicher and Charles Rust, all fellow engineers of Doherty, who had had experience in running Engine 1338.

Harmon said he had been with the company as an engineer for twenty-two years and as fireman before that for seven years, but had been suspended last Monday while operating Engine 1338 for running past a signal at Norwalk. Although he testified that in using the engine he found the levers, and especially the reverse lever, worked hard, as might be expected from a new engine, he did not attribute his running past the signal to that fact.

He explained that his misadventure arose from the fact that he found the "distance signal" open, but that when he came to the "home signal," without any warning he found it "against him" when he was right upon it, and therefore he ran past it.

"Can a distance and a home signal be at variance in that way?" he was asked.

"They say they can't," he replied, "but they were."

The Coroner called Clayton N. Woodward, general superintendent of the New Haven road, who had previously testified as to the working of the block signal system, back to the stand, and asked him whether it was true that the signals might be set differently, but Mr. Woodward denied that they could.

Both Reicher and Rust, who followed Harmon on the stand, agreed with him as to the stiff working of the levers of No. 1338, and also as to the fact that the air was working all right. They all three agreed, however, that engines were like men, in that they might work all right one day and next day be "cranky." It was also brought out that the condition of the track as well as the air brake equipment on the cars were other factors to be considered.

The first witness of the day was Clayton L. Woodward, the general superintendent of the New Haven. He explained that engineers were appointed from among the firemen after careful examination by the master mechanic, board of dispatchers and all others qualified to test their knowledge of the running and workings of an engine. He said that they were not permitted to take out a passenger train until they had served a year on freights.

The "spare board" from which Doherty was selected, he said, consisted



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"But we do not want to adopt any device unless we have complete confidence in it, as that would simply create new dangers, would create the sense of false security among the men, give them the impression that if they made a mistake the safety devices would save them. We are attempting to find a device to minimize the human element and are experimenting all the time."

"Well, I wish to goodness the travelling public could cease travelling until you have finished the experiment, don't you?" the Coroner said.

Mr. Woodward made no reply to this. Before he left the stand the Coroner asked him to prepare a detailed statement showing the reports of engineers and complaints against them for running past signals, and also a complete report of Doherty's record on the road.

The hearing was adjourned until 2 p. m. on Monday.

#### FEDERAL WRECK PROBE SOON.

Washington, June 14.—The Interstate Commerce Commission's investigation of the New Haven wreck at Stamford, Conn., will begin on June 18 in the Hotel

Macdonald, in Stamford. Commissioner McBurnie, in charge of the accident phase of the commission's work, will be in charge, assisted by Chief Inspector Reikman and three local inspectors who have been on the ground since the accident.

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### WORK FOR VOTES SUB ROSA

Brooklyn Suffragists Help Cause  
by Selling Flowers and Cake.

Woman suffragists carried on their propaganda work under cover of the roses yesterday afternoon—roses so fresh and sweet that the very "anti" was constrained to pause and buy.

There were June roses, from the gardens of rich women, and wild roses, gathered by school girls from Long Island fields. There were irises, too, and daisies, pansies and peonies.

The sale was at the Brooklyn headquarters of the Woman's Political Union, at No. 22 Livingston street. City women who had no rose gardens from which to contribute to the cause spent the hot morning baking three and four cakes apiece. These were sold, too, but at suffrage prices, the most extravagant cake bringing only 50 cents.

Several hundred Brooklynites, starving either for flowers or "real cake," crowded the rooms all the afternoon, and a very satisfactory sum was netted for the war chests of the cause. Miss Beatrice Brown, who is in charge of the union's Brooklyn suffrage work, announced that similar sales would be held until the last rose of summer had faded and gone.

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